



Executive Director's Recommendation

Commission Meeting: February 7, 2013

PROJECT Intelligence and Security Command Expansion – Phase 1 Fort Belvoir, North Post Fairfax County, Virginia	NCPC FILE NUMBER 7450
SUBMITTED BY United States Department of Defense, Department of the Army	NCPC MAP FILE NUMBER 2204.10(38.00)43693
REVIEW AUTHORITY Advisory per 40 U.S.C. § 8722(b)(1)	APPLICANT'S REQUEST Preliminary approval of site and building plans
	PROPOSED ACTION Approve with comments
	ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The Department of the Army has submitted preliminary site and building plans for the construction of Phase 1 of the Intelligence and Security Command (INSCOM) expansion on Fort Belvoir's North Post. The expansion project will renovate and expand the existing INSCOM building, provide a multi-level parking garage and surface parking, and other site improvements. The expansion project is anticipated to occur in four phases. Phase 1 of the project includes the parking and site improvements.

KEY INFORMATION

- Phase 1 will provide approximately 1,726 parking spaces for employees, visitors, and government vehicles. Parking will be provided in a multi-level parking garage and in a surface parking lot constructed with permeable concrete.
- Employee parking will be provided for 61 percent of the employees; less than the 66 percent allowed in the Comprehensive Plan.
- Department of Defense Anti-Terrorism and Force Protection standards were updated in February 2012. The new standards allow parking to be built closer to buildings than allowed under the previous standards.

RECOMMENDATION

The Commission:

Approves the preliminary site and building plans for Phase 1 of the Intelligence and Security Command Expansion project on the North Post of Fort Belvoir. Phase 1 includes a multi-level parking garage, surface parking, changes to Beulah Street, stormwater management and other site improvements.

Recommends prior to submitting final site and building plans, the applicant evaluate:

- Moving the parking garage closer to the building, as allowed under the new Anti-Terrorism and Force Protection (AT/FP) standards;
- A bus route and a bus shelter location in cooperation with Fairfax County; and
- Bicycle amenities, such as covered bicycle parking and restriping Beulah Street to include bicycle lanes.

Requests that the applicant provide the following at final review:

- Responses to the Fairfax County, Virginia Department of Transportation, and NCPC's comments; and
 - A final Transportation Management Plan that reflects current information and conditions.
- The Transportation Management Plan should also include:

- Stated goals and objectives, such as trip reduction, mode split changes, or vehicle occupancy rate increases and timelines to meet those objectives;
- A description of the process for monitoring and evaluating the achievement of goals and objectives; and
- A phasing plan for employee parking availability to ensure compliance with the Comprehensive Plan parking ratio over the length of the INSCOM expansion project.

PROJECT REVIEW TIMELINE

Previous actions	None
Remaining actions (anticipated)	<ul style="list-style-type: none">– Phase 1 final site and building plans– Subsequent phases of the INSCOM expansion project

Prepared by C. Kelly
01/31/2013

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I. PROJECT DESCRIPTION

Site

The Intelligence and Security Command (INSCOM) is located on the North Post of Fort Belvoir, just south of the intersection of John J. Kingman Road and Beulah Street. The INSCOM facility is located across from the Defense Logistics Agency. To the east of the facility is a Wildlife and Forest Corridor.

The site is currently improved with an approximately 234,000 square foot building and a total of 686 parking spaces inside the gates. Due to the mission of INSCOM, the site has its own security measures; access through the property occurs at a gate along Beulah Street. Outside the gate, is a visitor parking lot that has approximately 129 parking spaces. Parking is also available along Beulah Street, which can accommodate approximately 141 cars.



Background

The Department of the Army proposes to renovate and expand the INSCOM headquarters facility. The Department of the Army has stated in the Environmental Assessment that the purpose of the project is to: “consolidate headquarters personnel now located in commercial rental space off of Fort Belvoir in other facilities on Fort Belvoir to increase security and efficiency; provide increased and more flexible space for personnel and equipment performing headquarters intelligence missions to relived current overcrowding; and ensure that facilities meet current anti-terrorism/force protection (AT/FP) standards.” The expansion will allow INSCOM to move 890 employees to the INSCOM facility, increasing employees on site to approximately 2,540. The expansion is anticipated to occur over four phases and includes:

Figure 1: Project Site

- Renovation of the existing 234,000 square foot building;
- Construction of a 382,000 square foot addition to the existing building;
- Construction of a multi-level parking structure with 1,421 parking space;
- Reconfiguration and reconstruction of surface parking lots, landscaping, roadways; sidewalks on site. Surface parking would total 311 parking spaces; and
- Construction of new utilities and new stormwater management.

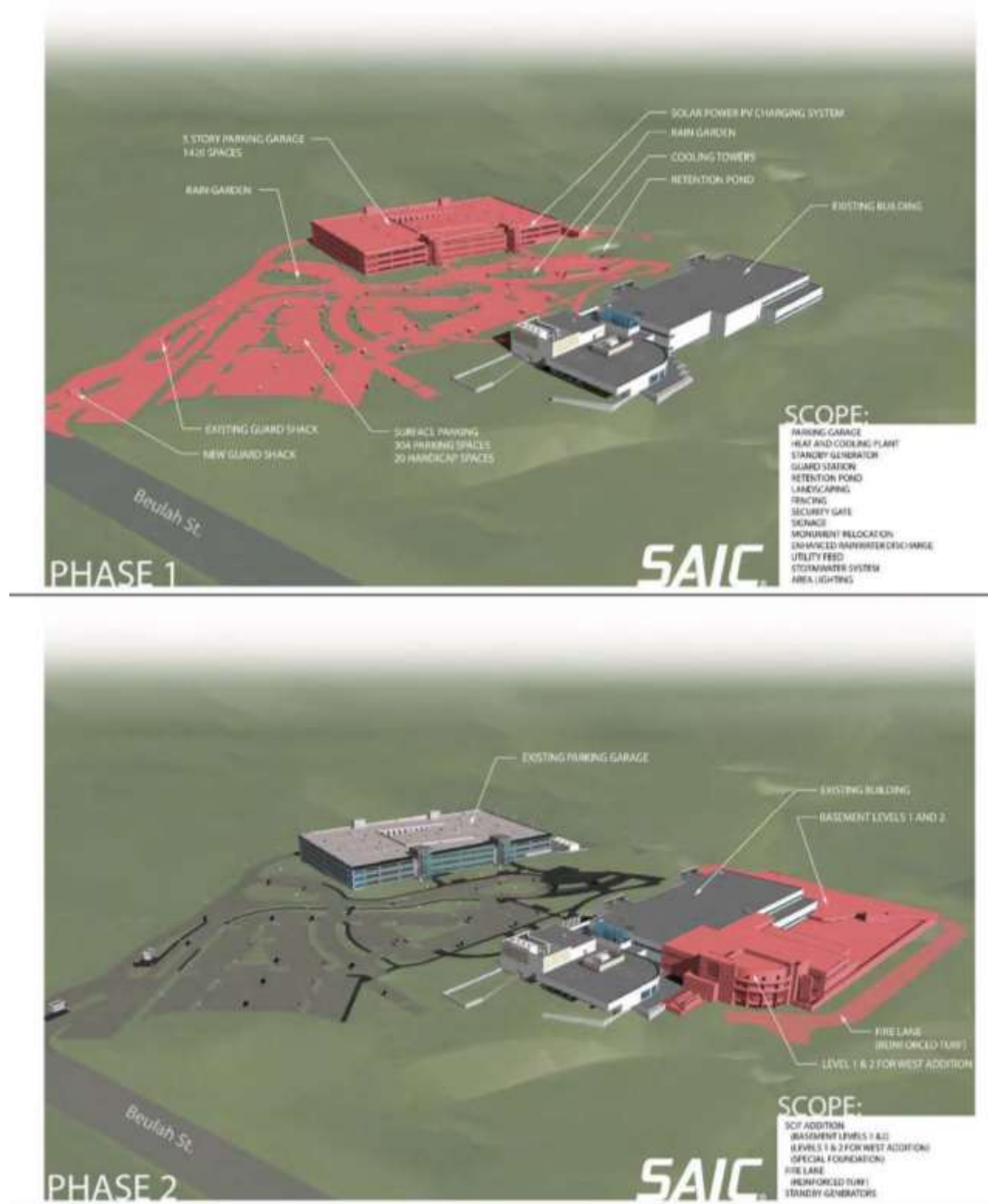


Figure 2: INSCOM Expansion Phase 1 and 2



Figure 3: INSCOM Expansion Phase 3 and 4

Proposal

The Department of the Army has submitted Phase 1 of the Intelligence and Security Command expansion project to the Commission for preliminary review. The proposed project includes: erecting a multi-level parking garage; reconfiguring surface parking lots, landscaping, walkway; and roadways. The project also includes landscaping, new utilities infrastructure, and stormwater management.



Figure 4: Phase 1 Site Plan

Phase 1 of the project is to construct the new multi-level parking garage structure. The proposed parking garage will be constructed in the northeast corner of site. The parking garage will be constructed of precast concrete and has a total of 5 parking decks. The parking garage will accommodate 1,421 parking spaces. Vehicular access is provided by two entry drives. Pedestrian access to all levels will be provided by four stair towers; two elevators will also be provided on the south side of the building.



Figure 5: Parking Garage Stair Tower Rendering

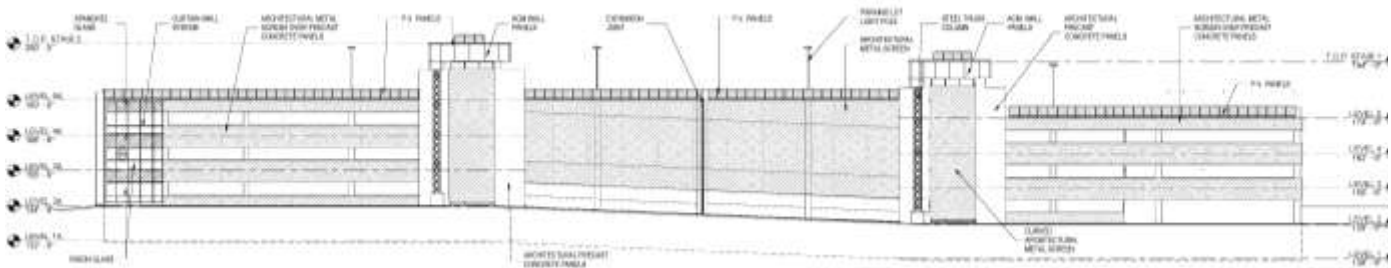


Figure 6: Parking Garage South Elevation

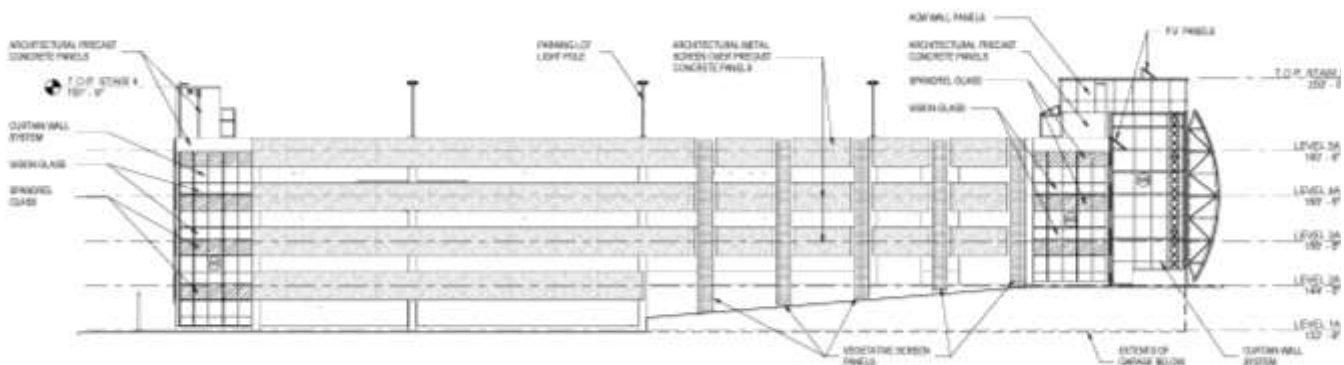


Figure 7: Parking Garage West Elevation

Surface Parking Lot

Phase 1 also includes the reconfiguration of surface parking at the site. The existing surface parking will be removed to allow for construction of the parking garage and the future expansion of the building. The Department of the Army proposes to build a new 316 space surface lot to accommodate employees and VIPs. The surface lot will be constructed of porous concrete for the stalls and asphalt for the drive aisles.

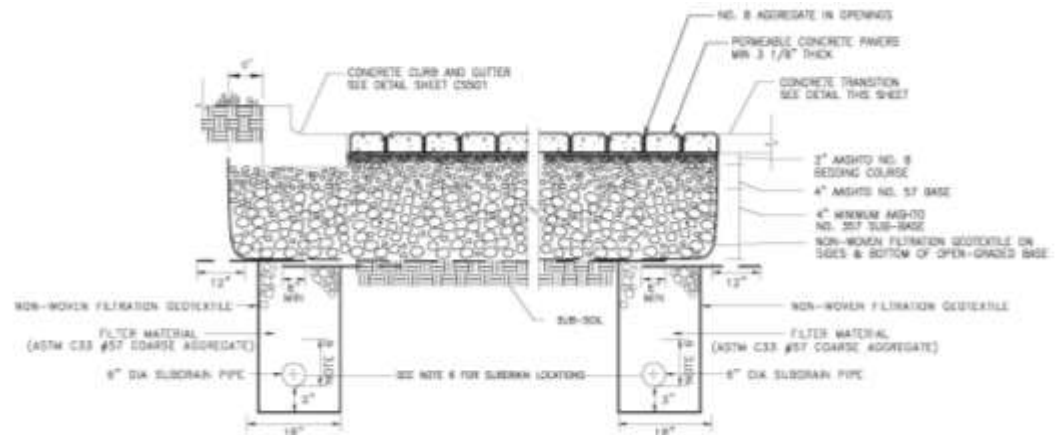


Figure 8: Permeable Parking Detail

Other site improvements

Along with the proposed surface parking lot and the parking garage, the Department of the Army is proposing new site improvements. One improvement is a new Entry Security Point (ESC). The access point to the facility will not change from its existing location but will be upgraded. The ESC and security measures are being constructed to meet the requirements of base security. The ESC will include: a new guard booth; decorative fencing; crash rated barrier arm gates; a crash rated sliding gate; swing arm gates, a pedestrian turnstile, and an American Disabilities Act (ADA) pedestrian accessible gate.

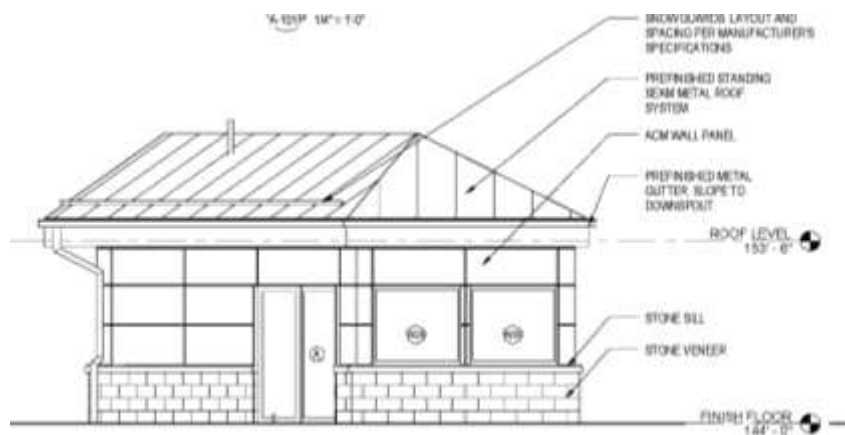


Figure 9: West Elevation of Guard Booth

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Figure 10: Beulah Street Improvements

Site improvements also include new stormwater management facilities. As stated in the project materials, the stormwater management has been designed in accordance with the Unified Facility Criteria (UFC) 3-200-10 Low Impact Design, Fairfax County Public Facilities Manual, the 1999 Virginia Stormwater Management Handbook, and Section 438 of the Energy Independence and Security Act.

In order to meet these requirements, the Department of the Army included grass swales; permeable concrete parking spaces, rain gardens, rain water harvesting cisterns, and existing and proposed future retention basins in the design.

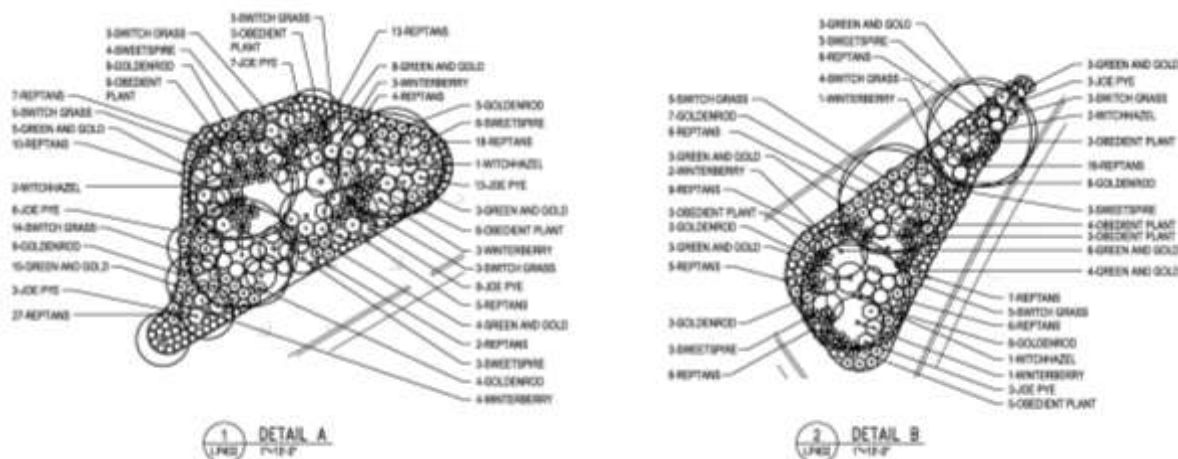


Figure 11: Rain Garden Detail

II. PROJECT ANALYSIS/CONFORMANCE

Overall, staff is supportive of the project and commends the Department of the Army for the use of: a multi-level parking garage, permeable concrete pavers; rain gardens; a rain water harvesting system; and providing a pedestrian connection from the site to John J. Kingman Road. However, we have recommendations and comments for the Department of Army to evaluate as its moves forward with final plans. These comments pertain to the location of the proposed parking garage, pedestrian and bicycle amenities and the Transportation Management Plan.

Regarding the parking garage, the proposed location of the parking garage was based on the 82 foot stand-off distance that was required in the Unified Facilities Criteria (UFC) for AT/FP. However, this UFC was updated in February 2012 and includes new stand-off distances. Based on the new UFC, the parking garage only needs to be set back from the building 33 feet. We

recommend that the Department of the Army evaluate relocating the parking garage closer to the building to minimize the tree loss on the north side of the site.



Figure 12: Tree Removal Plan

In regards to bicycle amenities, staff notes that the Department of the Army is providing six bicycle racks near the entrance of the parking garage; however, we recommend that the Department of the Army evaluate sheltering the bicycles from the elements with covered bicycle parking or an area within the parking garage. We also recommend that the Department of the Army evaluate restriping Beulah Street to provide a bike lane for safety. Such amenities may help to encourage employees to bike to work.

Lastly, staff has comments regarding the Transportation Management Plan (TMP). As required by the Comprehensive Plan and NCPC's project submission guidelines, the Department of the Army submitted a TMP with the project because of the increase of population on the site over 500 employees. Overall, the TMP is well organized and informative. However, staff has recommendations as the Department of Army finalizes the TMP regarding information provided

in the TMP, the need for measurable goals and timelines for implementation, and the need for a parking phasing plan to ensure that more parking is not supplied than necessary prior to full build out.

The TMP that NCPC received for review is dated May 2012. Since this time, the Department of Army has discontinued its shuttle system and moved to using the Fairfax County Connector, the Fort Belvoir Transportation Coordinator position has been eliminated, and the parking numbers have changed slightly. We request that the Department of the Army update the TMP to reflect current conditions.

While the Department of the Army is providing only parking for 60 percent of employees to reduce Single Occupancy Vehicles (SOV), which helps to lower traffic impacts and has environmental benefits, the TMP does little to address how 40 percent of the remainder of employees will traverse to and from work. Staff recommends that the Department of the Army include goals and objectives within the TMP. The TMP should have goals regarding trip reduction, mode split changes, and vehicle occupancy rate increases. The TMP should lay out objectives and actions to meet these goals and include timelines for the actions. The TMP should also include a process for monitoring and evaluating the achievement of goals and objectives.

Staff also requests that the Department of the Army include a phasing plan for employee parking availability to ensure compliance with the Comprehensive Plan parking ratio over the length of the INSCOM expansion project. The parking for the facility will be constructed prior to the moving of additional personnel; therefore, more parking is available to the existing employees on site than is recommended in the Comprehensive Plan. The Department of the Army should evaluate ways to limit excess parking.

Comprehensive Plan for the National Capital

The project is in conformance with the Comprehensive Plan, in particular the following policies:

From the Federal Workplace Element:

- Minimize development of open space by selecting disturbed land or brownfields for new federal workplaces or by reusing existing buildings or sites;
- Locate employees near other federal agencies and departments with which they regularly interact;

Relevant Federal Facility Master Plan

The project is consistent with the Land Use Element of the 1993 Fort Belvoir Master Plan Long Range Plan. The Army is currently updating the Fort Belvoir Master Plan, which NCPC staff has reviewed, and the proposed plan designates the site for professional use.

The project meets the goals and objectives outlined in the 1993 master plan, specifically:

- Environmental Quality Goal 2: Protect surface water quality both on and off the Post
- Land Use Goal 3: Identify areas of supporting planned and future mission requirements

The project also meets the proposed density for the site indicated in the 1993 master plan. The 1993 master plan designates the INSCOM site for high-rise development and also recommends parking structures be used on the site.

National Environmental Policy Act (NEPA)

To fulfill its responsibility under the National Environmental Policy Act (NEPA), the Department of the Army conducted an Environmental Assessment (EA) to analysis environmental impacts of the INSCOM expansion project. On November 7, 2012, the Department of the Army concluded the EA with a Finding of No Significant Impact (FONSI).

Due to the project location in the environs, NCPC does not have an independent NEPA responsibility.

National Historic Preservation Act (NHPA)

Pursuant to Section 106 of the National Historic Preservation Act, the Department of the Army submitted the project to the Virginia State Historic Preservation Officer (VA SHPO). The VA SHPO concurred with the Department of the Army's determination that the project will have no adverse affect on historic properties.

Due to the project location outside the District of Columbia, NCPC does not have independent Section 106 responsibility.

III. CONSULTATION

Coordination with local agencies

In accordance with the Commission's Procedures for Intergovernmental Cooperation in Federal Planning in the National Capital Region, NCPC staff referred the proposed project along with the proposed INSCOM Phase 1 to: Fairfax County; the Virginia Department of Transportation; the Virginia Department of Environmental Quality; the Washington Metropolitan Council of Governments; the Northern Virginia Regional Commission; and the Northern Virginia Transportation Commission.

The Virginia Department of Transportation (VDOT) and Fairfax County provided comments on the project; both letters are attached.

Fairfax County provided comments mainly in the areas of stormwater management; vegetation and landscaping; and transportation. The County also provided miscellaneous comments on the submission material language.

Regarding stormwater management, Fairfax County expressed a desire to see additional parking within the parking garage to limit the amount of impervious surface. However, they also commended the Department of the Army for its commitment on its stormwater. The department of Public Works and Environmental Services (DPWES) commended the Department of Army on

the proposed rain gardens and rainwater harvesting/reuse system. The DPWES provide comments on the materials used in the stormwater management system and we encourage the Army to evaluate the comments as it moves forward with final design of the system.

Fairfax County encouraged the Department of the Army to work with the Fairfax County Park Authority's Natural Resources Management and Protection Branch on the proposed landscaping for the site. The County provided comments on types of landscaping to use on the site and information on the proposed filter fabric to be used in the train garden system.

Most of the Fairfax County's comments pertained to the Transportation Management Plan (TMP). Fairfax County recommended that the Department of the Army provide bus service, in cooperation with Fairfax Connector, on the site and bus shelters should be provided to provide passengers with weather protection. The County also indicated that additional information is needed on the amount of visitor parking needed and the duties of the TMP point of contact. Fairfax County noted that the proposed employee influx to INSCOM will have impacts on left running movements from southbound Fairfax County Parking onto John J. Kingman Road and indicated that the Department of the Army should seek Defense Access Roads (DAR) money for preliminary engineering and NEPA analysis for a grade-separated interchange at Fairfax County Parkway as recommended by the Fairfax County Comprehensive Plan and the identified by the Northern Virginia BRAC Working Group the Department of the Army in the Fort Belvoir 2005 BRAC Environmental Impact Statement as a possible mitigation to the increase of employees at Fort Belvoir.

VDOT indicated that it had previously reviewed the preliminary design for Phase 1 at the request of the Virginia Department of Environmental Quality (VDEQ) and submitted comments to VDEQ on September 7, 2012. VDOT provided the comments it provided to VDEQ for the project. VDOT's comments pertained to the data in the Environmental Assessment regarding traffic performance at the intersections around the project site. VDOT could not support the conclusion that with the additional employees at INSCOM the intersections will continue to perform at acceptable levels of service. The Department of Army evaluated the comments and provided additional information and attached the transportation analysis to the EA. Given that VDOT provided the same comments that it provided previously to the VDEQ, we encourage the Army to follow up with VDOT to ensure it received the necessary information and have finished its review of the traffic analysis.

IV. APPENDIX

Attachment 1: Fairfax County Comments

Attachment 2: Virginia Department of Transportation Comments

Attachment 1: Fairfax County Comments



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

January 4, 2013

Christine Saum
Director, Urban Design and Plan Review
National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20004

Dear Ms. Saum:

Thank you for the opportunity to provide comments on the preliminary review submission for the phase one of the U.S. Army Intelligence and Security Command (INSCOM), NCPD File Number 7450. In collaboration with the Department of Public Works and Environmental Services (DPWES), Fairfax County Park Authority, and Fairfax County Department of Transportation, the Department of Planning and Zoning has reviewed the submitted documents and offers the attached comments. Please note that these comments have not been endorsed by the Fairfax County Board of Supervisors.

In August of 2012, we reviewed and provided comments on the Environmental Assessment and Draft Finding of No Significant Impact for the INSCOM expansion. As described in the submission documents, phase one of the expansion will consist of the new multilevel parking garage containing 1,421 parking spaces, a new guard booth, utility enhancements, and site roadway reconfiguration. Our previous comments focused on the inconsistent delineation of the Resource Protection Area (RPA) throughout the draft EA, as well as the desire to see more of the proposed surface parking incorporated into the parking structure, thereby reducing impervious surface on the site.

Staff commends Fort Belvoir for the high level of stormwater retention that is proposed, as well as the incorporation of green building design into the expansion project. While staff also remains pleased that structured parking will be incorporated into the expansion of the INSCOM facility, we would like to see more of the proposed parking incorporated into the parking structure. Additionally, staff recommends that a bus loop be provided at or near the Beulah Street entrance to the INSCOM facility, in coordination with Fairfax Connector, to better facilitate transit ridership at the site.

Additional details and remarks related to vegetation, the transportation management program, the Forest and Wildlife Corridor, and stormwater management are included in the attached comments.

Excellence * Innovation * Stewardship
Integrity * Teamwork * Public Service

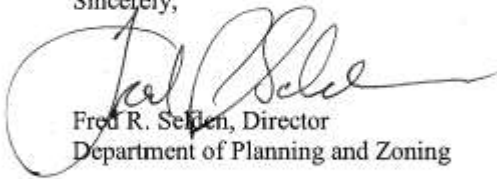
Department of Planning and Zoning
Director's Office
12055 Government Center Parkway, Suite 755
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



Christine Saum
January 4, 2013
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If you have any questions about our comments, please contact Kimberly Rybold at kimberly.rybold@fairfaxcounty.gov or at 703-324-1363.

Sincerely,



Fred R. Seiden, Director
Department of Planning and Zoning

FRS: KMR

Attachments: As Stated

cc: Marianne Gardner, Planning Division Director, DPZ
Laura Miller, Fairfax County BRAC Coordinator, Fairfax County Department of Transportation
Fred Rose, Chief, Watershed Planning & Assessment Branch, Stormwater Planning Division, Department of Public Works and Environmental Services
Sandra Stallman, Manager, Park Planning Branch, Fairfax County Park Authority
Pamela Nee, Chief, Environment and Development Review Branch, DPZ
Noel Kaplan, Senior Environmental Planner, EDRB, DPZ
Kimberly Rybold, BRAC Senior Planner, PD, DPZ

**INSCOM Expansion
Phase One Preliminary Design, November 2012**

Comments from Fairfax County Staff, January 2013

Staff Contact: Kimberly Rybold, kimberly.rybold@fairfaxcounty.gov; 703-324-1363

We have reviewed the preliminary review submission for phase one of the INSCOM Expansion and offer the following comments:

General

- Page 3 of the NCPC Project Report (Section 1.2, Environmental Assessment) states that an Environmental Assessment (EA) for this project was issued in December 2004, and was prepared by Kellogg, Brown, and Root. A subsequent sentence in this paragraph states that Fort Belvoir has contracted with Paciulli, Simmons and Associates to prepare an EA. These statements are in conflict with one another and are also in conflict with the EA that was reviewed and commented on by Fairfax County in August 2012. The NCPC narrative should reflect the correct EA at the time of final design.

Resource Protection Area (RPA)

- Page 5 of the NCPC Project Report (Section 2.1, Site Conditions) states "In accordance with the Virginia Chesapeake Bay Preservation Act (CBPA), the FWC is considered as a Chesapeake Bay Resource Protection Area (RPA)." While there are streams and associated RPA within the Forest and Wildlife Corridor (FWC), it is not accurate to state that the entire FWC is considered a Chesapeake Bay RPA. The RPA and FWC are two distinct features.

Stormwater Management

- Page 3 of the Stormwater Management Report (NCPC Project Report, Appendix E) states that this project will comply with Section 438 of the Energy Independence and Security Act by retaining on-site precipitation from all rainfall events less than the 95th percentile rainfall event to the maximum extent technically feasible. While it would still be desirable (per Fairfax County's previous comments on the Environmental Assessment for this project) to reduce impervious cover by reducing the amount of surface parking that would be provided in favor of additional structured parking, the significance of this commitment should be recognized and commended. Staff from the Department of Public Works and Environmental Services (DPWES) commends, in particular, the proposed raingardens and rainwater harvesting/reuse system.
- DPWES staff is concerned about a statement in the project report that the typical permeable pavement section will include "Non Woven Filtration Geotextile." DPWES staff notes that these fabrics have been found to clog over time, which leads to decreased infiltration rates. However, the drawing of the interlocking pavers cross-section (NCPC Project Report, Appendix E "SCIF Stormwater Management Report," page 38 of the pdf document) labels

Attachment: INSCOM Expansion – Phase One Preliminary Design

January 4, 2013

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the geotextile layer as “optional.” If the use of geotextile fabric is indeed “optional,” DPWES suggests that the Army follow the recommendation of the 2002 Bioretention Manual and use a pea gravel blanket in place of the geotextile.

Vegetation and Landscaping

- Page 17 of the NCPC Project Report (Section 4.2, Sustainable Design,) states the following: “Sustainable site design uses xeriscape principles, minimizes disturbances to the existing site, reduces heat islands, and minimizes the amount of impervious pavement. Xeriscape principles promote the use of native, well-adapted plant material, which reduces the maintenance and irrigation requirements.” However, page 20 (Section 4.4, Plant Material) states: “The plant material chosen for the proposed facility will be plants that are native or well adapted to the area and that will require little maintenance.” The use of the word “or” causes this latter statement to be inconsistent with the former statement. In general, it is recommended that the planting concept emphasize the use of species that are both native **and** well-adapted to the area. The Army should be encouraged to collaborate with staff from the Fairfax County Park Authority’s Natural Resources Management and Protection Branch (NRMP) on landscaping efforts.
- Sheet LP101 – The notes say that the table of trees to be removed is on LP102, but there is not a table of trees on this sheet. This note should be updated to supply the correct location of the table.
- Sheets LP401, 402 & 500 – Landscaping details – The provided landscaping information is generally acceptable; however, the following guidelines/modifications for plant selection are suggested:
 - Remove *Panicum virgatum*. Although this species is technically native to the region, it does not occur naturally in Fairfax County and is invasive. As an alternative, increasing the use of *Sorghastrum nutans* (already on the list) and possibly adding *Tridans flavus* is suggested.
 - Consider removing *Chrysogonum virginianum*. This species does well in mostly shady conditions in amended soils, but does not do well in harsh, sunny conditions.
 - No species should be planted that is invasive according to the Virginia Natural Heritage, USDA Plants or EDDMAPS (please see <http://www.eddmaps.org/species/>).
- Sheet LP500 includes a rain garden detail, which includes filter fabric between the soil and gravel layers. Filter fabric has a high clogging and failure rate in rain gardens and bioretention systems, and it is suggested that the rain garden specifications be modified to remove all filter fabric and replace it with a four-inch layer of pea gravel between the #57 stone and the soil layer.

Green Building

- Fort Belvoir should again be commended for its commitment to green building design. The LEED® Documentation Notebook identifies a number of substantial commitments from the

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Army. It is noteworthy, however, that the LEED Documentation Notebook states: "Validation of credits earned will be by the Government. Credit review by the GBCI [Green Building Certification Institute] in pursuit of an official LEED certification is not being sought on this project and is not included in the scope of work." It is not clear why LEED certification is not being sought, particularly in light of the stated intent to achieve a level of performance equivalent to LEED Silver certification. More information is desired on who in "the Government" will review the green building documentation, and how will Fort Belvoir ensure that this review will be as rigorous and comprehensive as the third-party independent review that GBCI can offer.

Transportation – Transportation Management Program (TMP)

- Page 2-7 – It is the county's understanding that Fort Belvoir is no longer running an internal "post" shuttle. Any shuttles that are developed for this project should be coordinated with the Garrison transportation demand management (TDM) Coordinator and Fairfax County so they do not compete with commercially operated bus service offered on post by Fairfax Connector and WMATA.
- Page 3-2 – The TMP states that "No public bus or internal shuttle stops are located in close proximity to the INSCOM entrance." While the TMP identifies the problem, it does not propose a solution to the identified problem. In order to meet 60% SOV reduction goals and to maximize convenience and transit options for INSCOM employees and visitors, a bus loop at or near the site entrance on Beulah Street should be considered in coordination with Fairfax Connector to provide service to this location. The location should provide sufficient space to accommodate a 40-foot bus, and should allow it to turn around to exit the site. Shelters should be provided for passengers so they are comfortable while waiting for the bus. By providing this infrastructure, it will be much easier to get employees to use transit. The TMP (Page 3-3) indicates employees are already frustrated with lack of parking and want to be more connected to the rest of the installation and to transit. Providing on-site infrastructure for buses will allow for this connection. This infrastructure could potentially be accommodated in the visitor parking lot with some minor modifications to ensure an adequate turning radius for the bus and space for shelters.
- Page 3-4 – It is unclear if the residential distribution discussed in Section 3 is inclusive of all INSCOM employees in the region, as opposed to those only employed at Fort Belvoir. If the distribution is only for Fort Belvoir employees, it may need to be adjusted based on those employees being transferred to the Fort.
- Page 4-3 – Table 4.3 states that there will be 1,589 parking spaces for employees (61% of total employment). However, Table 6.2 (page 6-4) states that to meet TDM goals, there will be an estimated 1,550 drive-alone commuters (60% of total employment). It is stated that the 1,589 spaces are within 1% of the 60% SOV goal; however, it is not clear why the extra 39 spaces are needed. Additionally, clarification on how the necessary number of visitor parking spaces is determined should be provided, as 305 spaces potentially seem excessive. To reduce impervious surface, it may be desirable to allocate the extra 39 spaces identified for

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employees for use as visitor parking instead, while removing some of the proposed 305 visitor spaces.

- Page 5-3 – The TMP states, “In conclusion, while the increased employment at the INSCOM site does have an effect on the traffic network, the overall outcome is considered acceptable.” The INSCOM development should contribute to the mitigation of the increased employee population and resulting decrease in level of service (LOS). In particular, Table 5 in Appendix B indicates a significant impact on the left turning movement from southbound Fairfax County Parkway to eastbound Kingman Road, which includes INSCOM employees. This project should seek Defense Access Roads (DAR) funding to advance the preliminary engineering and NEPA analysis for a grade-separated interchange, which is recommended at this location in the Fairfax County Comprehensive Plan. This improvement was also identified by the Northern Virginia BRAC Working Group and the Fort Belvoir 2005 BRAC EIS as a project that would mitigate impacts from the increased number of employees on Fort Belvoir.
- Page 6-1 – Fort Belvoir is eliminating the TDM Coordinator position as of December 2012. The TMP should identify how INSCOM will work with Fort Belvoir on its TDM program, to include coordination with the Fairfax County Department of Transportation (FCDOT) TDM Coordinator. This should be addressed throughout the TMP report.
- Page 6-2 – The TMP states that the coordination between INSCOM and Fort Belvoir is limited. INSCOM should consider taking advantage of the resources within FCDOT. Professional staff in FCDOT can provide resources such as site specific training, commuter fairs, printed materials, and maps.
- Approximately 129 visitor parking spaces are located at quite a distance from the INSCOM building. It would be preferable to add these spaces to the parking structure, thereby increasing open space and pervious surface.
- The TMP makes reference to LOS and delay results (pages 5-2 and 5-3, Tables 5.2 and 5.3), as well as traffic counts and Synchro reports. Detailed information should also be provided by approach, to determine if there are any problematic turning movements. While references are made to these documents as being located in the Appendices of the TIA, those appendices were not included within this TMP report.
- Please expand upon the duties that the TMP Point of Contact will perform.

Transportation – Transportation Impact Analysis (TMP, Appendix B)

- Trip generation rates should be derived using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition or 9th Edition. The analysis in the EA uses the 7th Edition, which is not the most recent.

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- Intersection Analyses should be performed at site access points. It is not clear if site access points were evaluated for turn lanes on Beulah Street.
- While overall intersection operations, both existing and projected, appear to operate acceptably, several intersection approaches and movements are projected to operate at LOS E or F. These approaches and movements should be looked at closer for potential mitigation, especially if the problem movement has a significant number of trips or if it is on a public roadway.
- Queuing analyses should be performed for all intersections, especially on public roadway approaches and turn lanes. Likewise, it is not clear if a link analysis was performed.

Transportation – Plan Sheets

- Sheet CS101 and CS102 – The location of the bus stop should be coordinated with Fort Belvoir and Fairfax Connector. A bus shelter should be provided to serve this site. Construction of the sidewalk should occur within an early phase of the INSCOM expansion to ensure a safe route for pedestrians using the public bus service (Fairfax Connector Route 335).
- As mentioned previously, in order to meet 60% SOV reduction goals and to maximize convenience and transit options for INSCOM employees and visitors, consider including a bus loop at or near the entrance on Beulah Street, coordinating with Fairfax Connector to provide service to this site.
- Sheet CS102 – It may make more sense to route pedestrians across the entrance driveway east of the guard station. The current path takes pedestrians through the guard area where they are performing their duties, potentially causing distractions. If pedestrians were able to cross through the narrow part of the median east of the guard station, then through the median until there is sufficient space to install a sidewalk on the north side of the entrance roadway, the pedestrians would be visible to the guards without through the work area. Additionally, pedestrians would have a shorter distance to cross the inbound lane, reducing impact to incoming traffic, and would have a refuge area in the median before crossing the outbound lanes. Finally, this path is shorter and more direct for pedestrians walking to the bus stop, which is beneficial since people are naturally inclined to take the shortest route to their destination.
- Sheet CG102 – The construction access road wrapping around the visitor parking lot will require grading that is not reflected by the limits of disturbance shown on the plans. The plan should include drainage and erosion controls for this entrance road, including a source of water for truck wash before vehicles exit to Beulah Street.

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Miscellaneous

- Page 3 of the submission document states that the proposed action includes constructing a 1,420-space parking structure. This is inconsistent with the project report, which states that the parking structure will consist of 1,421 parking spaces.
- Page 5 of the submission document, Existing Conditions, states “The HQINSCOM site is located in the upper part of Fort Belvoir North Post. Development in the upper North Post of Fort Belvoir is clustered and of moderate to low density. Because of this and the presence of numerous environmental constraints, the HQINSCOM site is restricted with .” This sentence is not complete and it is unknown to what restrictions this refers.
- Also on page 5 of the submission document states “The HQINSCOM site is 39 acres and is bounded by a forested valley to the north and steep-sided, forested 249 stream valleys associated with Mason Run to the east and south.” It is unclear what the number “249” means in this context.
- Appendix E of the NCPC Project Report, page 5, states “With the infiltration rates of soils as ??? in rain gardens and as ??? in pervious pavement area and sizing of rainwater harvesting system, the site fulfills the EISA 438 performance design objective.” It is not possible to evaluate the accuracy of this statement due to the missing information.

Attachment 2: Virginia Department of Transportation's Comments



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

December 11, 2012

Ms. Christine Saum, AIA
Director, Urban Design and Plan Review
National Capital Planning Commission
401 9th Street, N.W., North Lobby, Suite 500
Washington, DC 20004

RE: NCPC File No. 7450

Dear Ms. Saum:

Thank you for your letter of November 20, 2012, requesting review and comment on the preliminary design for Phase One of the Intelligence and Security Command (INSCOM) expansion project at Fort Belvoir in Fairfax County.

Our Transportation Planning staff reviewed the preliminary design for Phase One of the INSCOM expansion project at the request of the Department of Environment Quality (DEQ) and submitted VDOT's comments on September 7, 2012. Attached for your use are VDOT's formal comments to DEQ regarding the preliminary design for Phase One of the INSCOM Expansion Project.

If you wish to discuss this further, please contact Mr. Fred Hodgson of our Transportation Planning office, at randy.hodgson@vdot.virginia.gov or (703) 259-2753.

Sincerely,

A handwritten signature in black ink, reading "Garrett W. Moore".

Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachment

Copy: Tom Fahrney
Fred R. Hodgson

Hodgson, Fred R (VDOT)

From: Hodgson, Fred R (VDOT)
Sent: Friday, September 07, 2012 11:44 AM
To: Fisher, John (DEQ)
Cc: Cromwell, James R. (VDOT); Ray, Alfred C. (VDOT); Srikanth, Kanathur N. (VDOT)
Subject: Expansion of U.S. Army Intelligence & Security Command Headquarters Facilities 12-147F

Follow Up Flag: Follow up
Flag Status: Flagged

Below are our comments on the above cited project.

TRAFFIC ENGINEERING

Synopsis of the expansion.

1. The expansion of US Army Intelligence and Security Command Headquarters facilities is adding about 890 more personnel to the current personnel of 1,650. This is an increase of about 54% personnel by year 2018.
2. The increase in traffic from personnel growth will directly impact the traffic performance of intersections in the near vicinity of the project area. The traffic impact from growth will increase delays at the three intersections (Fairfax County Pkwy & John Kingman Rd, John Kingman Rd & Beulah St and Telegraph Rd & Beulah St) in the immediate vicinity of the project.
3. The above study concludes that besides the increase in delays, the three intersections would continue to perform at acceptable level of service in 2018 during AM/PM peak periods.

Evaluation of the Draft findings.

We think that we the draft Findings do not have enough information for us to accept the above conclusion. Our rough estimation of the project impact shows that there will be a significant impact on the above three intersections based on following assumption:

1. The addition of 890 personnel will have substantial impact as they will generate about 765 trips entering the base during AM peak hour. The trip generation estimate is based on the ITE Code 730 for government office.
2. The existing level of service of the three intersections is already below the acceptable level of "D" and any increase in traffic would make it worse. Environmental Assessment for Rt 1 and Telegraph Rd connector has already shown level of service of "E" and "F" for the above intersections for year 2010.

Conclusions.

1. Therefore, we need more information about the trip generation, distribution and assignment for the above intersections from the expansion.
2. Please provide a CD of the files(e.g., Synchro) used for the level of service analysis.
3. Basically we want to see the TIA associated with this expansion if it is available.

NOTE: After receiving this comments, Traffic Engineering staff were given a copy of the CD with the Traffic Analysis and they are in the process of reviewing that information.

ENVIRONMENTAL

No comments.

LAND DEVELOPMENT

I would think a building of this size would have some impact on the adjacent intersection. They say that they would operate at acceptable levels of service. Some documentation to confirm this would be necessary.

NOTE: Land Development later indicated that they would defer to Traffic Engineering to review the documentation.

TRANSPORTATION PLANNING

The Transportation Planning Section notes that the information concerning this Environmental Impact Review for this project doesn't mention how the site would be integrated into the bicycle and pedestrian planning for this area of Fairfax County. Policy D of the Fairfax County Transportation Plan states the following: *Provide sidewalks, trails and/or on-road bicycle routes which link residential concentrations with transit stations, activity centers, shopping districts, recreational facilities and major public facilities & provide for pedestrian and bicycle circulation within activity centers.*

Thank you for the opportunity to comment on this EIR.

Randy Hodgson AICP | Regional Transportation Planner |
Virginia Department of Transportation | 4975 Alliance Drive, Fairfax, VA 22030 |
Phone: 703-280-2753 | Randy.Hodgson@VDOT.Virginia.gov